

irrigation as contemplated in the Irrigation Regulation. The best method of affording relief to the agricultural population was to order the restoration of all irrigation tanks and other reservoirs of water. The Member requested that an order might be issued, insisting on each Provertikar inspecting at least one tank in an year and making a report on it to the Revenue authorities.

Dewan's reply.—Noted.

71. Conversion of certain six feet traces in the Nedumangad taluk into cartable roads.

Mr. K. Narayana Pillai (Member, Nedumangad Taluk) spoke about the necessity of improving and converting the following three six feet traces into cartable roads:—

(1) The first trace was the one in the Vellanad *pakuthi* which, starting from Aruvikara, joined the Anappara road near the Neduneeli bridge. The length of the trace was $3\frac{1}{2}$ miles and it was being maintained at an annual cost of Rs. 52½. If five culverts were constructed, it could be made cartable.

(2) The second trace was from Nedumangad town to Aruvikara and it was about $2\frac{1}{2}$ miles long. That was being maintained at an annual cost of Rs. 23½. If two culverts were erected, the whole length of the road could be made cartable. Lands for broadening the two traces mentioned above were acquired years ago on payment of compensation. The lands were not used for the purpose, but had been given out on *kuthakapattom* lease.

(3) The third trace ran from the Nedumangad town to the 16th mile stone through Karippar. About 7 or 8 culverts alone had to be constructed on that road.

Dewan's reply.—Noted.

72. Need for improving the means of communication in the Chirayinkil taluk.

Mr. G. Ramakrishna Kurup (Member, Chirayinkil Taluk) prayed that the following works be carried out:—

(1) The Attungal-Dalavapuram Village road should be made cartable, as it would save a distance of 5 miles to Varkala from Attungal. Further, the road would be of use to transport things to the Varkala Railway Station.

(2) The Madavur-Kilimanur Village road should be made cartable as thereby the Kilimanur and Pallikal markets would be largely benefited.

(3) Ayirur-Paravoor road. At present, the distance from Paravoor to Ayirur was 12 miles. If the proposed road was constructed, the distance could be reduced by 8 miles. It would also be of great use to the Nadayara and Paravoor markets.

(4) The construction of a bridge over the Ayirur river at a central position between the 3rd and 4th mile stones on the road leading from Varkala to Paripalli.

The Member also presented a memorial signed by the inhabitants of the locality praying for the improvement of the Village road from Pallikkal to Chadayamangalam.

Dewan's reply.—The representation of the Member is noted. An estimate for Rs. 2,900 has been sanctioned for a causeway on the Ayirur river and the work will be taken up in the order of urgency.

73. Roads and communications for planters in South Travancore.

Mr. R. J. A. Moore (Member, South Travancore Planters' Association) placed the following requests for the consideration of Government:—

(1) *Adur-Punalur road.*—Provision should be made to finish the metalling of the road between the 27th and 35th miles. A portion had already been finished and there was only a distance of 4 miles to be completed. The planters and other inhabitants were so inconvenienced during the monsoon that they

felt justified in requesting Government to have the work done in the current year. The road was also the outlet to Punalur Station for an area of 6,000 acres of tea and rubber estates and other cultivation, and the already heavy traffic was rapidly increasing. Unless substantial repairs were made, the road would again become impassable during the next monsoon and the same hardships, experienced in the past, when bandies broke down daily in their efforts to take loads to and from Punalur Station, would present themselves.

(2) *Koni-Estate road*.—The Association asked for a maintenance grant for that road. It was 7 miles long and was cut by the Koni Estate at a cost of over Rs. 15,000. The maintenance charges so far amounted to Rs. 3,000 and metalling to Rs. 1,000. The road had opened up a very large area of land rapidly coming under cultivation and was a means of transporting very large quantities of firewood and minor forest produce. If Government would give a maintenance grant for the portion of the road outside the Estate boundary, it would be of great use in keeping it in order.

(3) *Kallar-Ponmudi road*.—The planters were grateful to Government for what was being done to improve the road. The Member only asked that the metal waiting to be put down be laid before the next monsoon.

(4) *Nagercoil-Balamore road*.—It was in a disgraceful condition, the surface being but a series of large holes which rendered the road extremely dangerous for all traffic. It was one of the main arteries out of Nagercoil and served a very large area lying east of the town. There was no justification for the toll being levied in view of the extremely bad condition of the road. In the interests of the large number of ryots and cultivators, not to speak of those of the planters, the road ought to be put in order. The roads leading to the estates in the district were also in need of attention. The Member also asked Government to consider the necessity of extending Oliver's Road which ran off the 13th mile of the Nagercoil-Balamore Road a distance of about 3 miles, to provide an outlet for the estates on that side.

(5) *Width of Tyres Act*.—The Member recommended that a law on the lines of the above Act should be enacted as a means of improving the roads. As was well known to all Engineers, narrow-tyred wheels under heavy loads meant very heavy maintenance charges upon even good roads, so much so that, in very many countries, legislation had been introduced to regulate the extent of loads with respect to the width of the tyres on the vehicle. If such an Act were introduced to provide for the gradual elimination of the present very narrow tyres, the result would soon be manifested in the better condition of the roads. He trusted that Government would take up that aspect of road maintenance and get a report prepared by the officers of the P. W. D., with a view to the introduction of a "Width of Tyres Act".

(6) *Registration and inspection of carts*.—It was the opinion of the Member that, like *Vallams*, motors, cycles, etc., carts should also be registered, as such annual registration and inspection would produce much good and greatly help the users and hirers of such vehicles.

Dewan's reply.—A report will be called for from the Chief Engineer on the various points mentioned by the Member.

74. Need for opening and maintaining an irrigation channel near the Paravur bar in order to prevent the inundation of the adjoining paddy fields from salt water.

Mr. P. K. John M. A. & B. L.—(Member, Quilon Taluk) represented that the damage to paddy cultivation in the extensive areas around the Paravur lake by the influx of salt water and the necessity of preventing the same by some adequate measures had been repeatedly pressed at the Assembly for some years past. The conduct of the Railway contractors during the past three years in removing enormous quantities of sea-sand from and around the bar and in thus causing the bar to remain open beyond the limited period had aggravated the usual damage to crops by the influx of salt water, made the lands unfit for cultivation in those years and caused loss to